

16.17

CLASSIFIED MESSAGE

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100030012-4

25X1A

ORIG : [redacted]
UNIT : IDEA/OSA
EXT : [redacted]
DATE: 7 DEC 70

TOP SECRET

ROUTING			
1	IDEA	9	BB
2	IDEA	10	
3	D/SA	11	
4	D/O	12	
5	D/W	13	
6	SS	14	
7	CC	15	
8	COVER	16	
DEFERRED		PRIORITY	INITIALS
ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

25X1A

TO :
FROM:
CONF:
INFO:

8 DEC 70 15 20 Z

25X1A

Pay up
Set up
suspense
to para 24
241
256

TO TOP SECRET INFO

25X1A

[redacted]

IDEALIST/SCOPE SALE

25X1A

REF A. [redacted]
B. [redacted]

SUBJECT: ACCIDENT BOARD FINDINGS

1. PROJ HQS HAS RECEIVED THE FINAL FORMAL ACCIDENT REPORT PERTAINING TO THE CRASH OF AIRCRAFT 057 AT [redacted] AIRFIELD ON 24 NOV 70. THE FOLLOWING CONCLUSIONS AND RECOMMENDATIONS ARE EXTRACTED FOR INFORMATION OF ALL ADDRESSEES:

CONCLUSIONS

A. PRIMARY CAUSE. THE PRIMARY CAUSE OF THIS ACCIDENT IS PILOT FACTOR IN THAT WHILE ATTEMPTING TO GO AROUND FROM A POOR LANDING, THE PILOT ENTERED A MANEUVER FROM WHICH HE WAS UNABLE TO RECOVER.

B. CONTRIBUTING CAUSES. LANDING CROSSWIND CONDITION. THIS CONTRIBUTED TO THE POOR LANDING AND SUBSEQUENT LOSS OF DIRECTIONAL CONTROL WHICH LED TO THE PILOT'S DECISION TO INITIATE THE GO-AROUND

COORDINATING OFFICERS

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

RELEASING OFFICER

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100030012-4

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

CLASSIFIED MESSAGE

ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

ROUTING			
1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	
	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :
FROM :
CONF :
INFO :

PAGE 2

TO : INFO CITE
THAT EVENTUALLY RESULTED IN THE AIRCRAFT ACCIDENT.

9241 -

RECOMMENDATIONS

A. RECOMMEND THE PILOT'S HANDBOOK (DASH ONE) BE AMENDED TO INCLUDE THE FOLLOWING:

1. INCLUDE THE FOLLOWING WARNING ON PAGE 2-27 BELOW
FIGURE 2-5 OF THE PILOT'S HANDBOOK:

WARNING

IF DESIRED GROUND TRACK CAN NOT BE MAINTAINED, OR LOSS OF DIRECTIONAL CONTROL IS EVIDENT, GO-AROUND SHOULD NOT BE INITIATED. THE AIRCRAFT MIGHT BECOME AIRBORNE IN A STALLED CONDITION FROM WHICH RECOVERY MAY NOT BE POSSIBLE.

B. RECOMMEND THE COMPLETE CIRCUMSTANCES AND ALL KNOWN ASPECTS OF THIS ACCIDENT BE MADE AVAILABLE TO ALL PROJECT PILOTS AND THAT ALL U-2R PILOTS BE AGAIN REBRIEFED ON PROPER U-2R LANDING PROCEDURES IN CROSSWIND CONDITIONS.

C. WHILE NOT CONTRIBUTING TO THIS ACCIDENT, THE INVESTIGATING BOARD FEELS THAT AN IMPROVED CENTRALIZED WIND MEASURING SYSTEM IS

COORDINATING OFFICERS

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

RELEASING OFFICER

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100030012-4

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

CLASSIFIED MESSAGE

ROUTING

TOP SECRET

ORIG :
UNIT :
EXT :
DATE :

TO :
FROM :
CONF :
INFO :

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16
DEFERRED	PRIORITY
ROUTINE	OPERATIONAL IMMEDIATE

PAGE 3

TO

INFO

CITE

9241

NEEDED AT DETACHMENT H. AT PRESENT THE WIND IS MEASURED AND REPORTED FROM FOUR SEPARATE SOURCES, I.E. BY [REDACTED] OPERATOR, THE DETACHMENT WEATHER OBSERVER AT THE RUNWAY, [REDACTED] WEATHER STATION AND A SQUADRON OPERATIONS UNIT WHICH IS MOUNTED ATOP THE HANGAR IN THE SQUADRON AREA. IT IS THE BOARD'S RECOMMENDATION THAT A CENTRALIZED UNIT BE MOUNTED IN THE SQUADRON CONTROL CENTER WITH THE REMOTE WIND SAMPLING DEVICE INSTALLED IN THE VICINITY OF THE APPROACH END OF BOTH RUNWAY 05 AND 23. IT IS NOT THE BOARD'S INTENT TO DE-EMPHASIZE THE INFORMATION COMING FROM THE ABOVE LISTED SOURCES BUT SIMPLY TO SUPPLY THE MANAGER WITH BEST POSSIBLE CENTRAL MEANS OF DETERMINING CROSSWIND COMPONENT.

2. FOR [REDACTED]

A. ONE COPY OF SUBJECT ACCIDENT REPORT ~~BEING FORWARDED~~ *BEING FORWARDED* *NEAR FUTURE BY COURIER* ~~BEING FORWARDED~~ FOR YOUR INFORMATION AND REVIEW. AS APPROPRIATE PLEASE MAKE THIS COPY AVAILABLE TO THOSE [REDACTED] PERSONNEL WHO HAVE NEED TO KNOW.

B. REVIEW THE COMPLETE CIRCUMSTANCES AND ALL KNOWN ASPECTS

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

ORIG :
UNIT :
EXT :
DATE:

TOP SECRET

ROUTING			
1	9		
2	10		
3	11		
4	12		
5	13		
6	14		
7	15		
8	16		
PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :
FROM:
COMP:
INFO:

PAGE 4

TO

INFO

CITE

9241

OF THIS ACCIDENT WITH ALL PROJECT PILOTS AND INSURE THAT ALL
U-2R PILOTS ARE AGAIN REBRIEFED ON PROPER U-2R LANDING PROCEDURES
IN CROSSWIND CONDITIONS. ADVISE PROJ HQS WHEN ACCIDENT REVIEW
AND REBRIEFING OF ALL U-2R PILOTS IS COMPLETE.

3. FOR

AS APPROPRIATE, REQUEST ACCIDENT CIRCUMSTANCES
OUTLINED IN REF B AND ACCIDENT BOARD CONCLUSIONS/RECOMMEN-
DATIONS BE FORWARDED TO APPROPRIATE USAF AGENCIES FOR
BRIEFINGS OF ALL U-2R PILOTS.

4. FOR

ILLEGIB

REQUEST YOU INITIATE NECESSARY ACTION TO INCLUDE THE FOLLOWING
WARNING ON PAGE 2-27 OF THE U-2R PILOT'S HANDBOOK:

WARNING

IF DESIRED GROUND TRACK CAN NOT BE MAINTAINED, OR LOSS
OF DIRECTIONAL CONTROL IS EVIDENT, GO-AROUND SHOULD NOT
BE INITIATED. THE AIRCRAFT MIGHT BECOME AIRBORNE IN A

COORDINATING OFFICERS

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

RELEASING OFFICER

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100030012-4

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

AUTHENTICATING OFFICER

Copy No.

CLASSIFIED MESSAGE

ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

ROUTING			
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16
CLASSIFICATION	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :
FROM :
CONF :
INFO :

PAGE 5

TO

INFO

CITE

9241

STALLED CONDITION FROM WHICH RECOVERY MAY NOT BE POSSIBLE.

PLEASE ADVISE PROJ HQS AS TO COMPLETION THIS ACTION.

END OF MESSAGE

COORD: SS RVF D/M JFR

DSA R

25X1A

25X1A

IG OFFICERS

D/O/OSA

TOP SECRET

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

C/IDEA/OSA

AUTHENTICATING OFFICER